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CENTRAL INTELLIGENCE AGENCY

OFFICE OF SCIENTIFIC INTELLIGENCE

Information Report

ANALYSIS OF THE [redacted]

[redacted]NIDENTIFIED LENTICULAR

AERODYNE TECHNOLOGY

[redacted]

30 October 1950

WARNING

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[redacted]

[redacted]

[redacted]

ANALYSIS OF TH[redacted]CORONA AND [redacted]SCURA PEAK, NM

WRECKAGE OF UNIDENTIFIED LENTICULAR

AERODYNE TECHNOLOGY

CONCLUSIONS

1. Current analysis covers the area of:

   a. Flight dynamics

   b. Power plant and propulsion

   c. Construction

   d. Avionics and navigation

2. The majority of technical information is drawn from the published Department of Defense[redacted] Special Studies Project, Unidentified Lenticular Aerodyne Technology Transfer (ULATT), Exploitation Program, Project[redacted], Project[redacted], Project[redacted] Project[redacted], Project[redacted] and Project[redacted] (TS).

3. An effort is underway to coordinate the study activities of [redacted] under a central UFO technical intelligence collection and dissemination operation with the code word [redacted] all functions under the directive of th[redacted] the intelligence agencies of the armed forces.

4. The use [redacted] "last line of defense," has been ruled out as the power plant recovered from [redacted], New [redacted] has been determined to be a thermal reactive potential, thus [redacted]

5. This consensus of [redacted] on 16 November 1947, led to the extraordinary top secret meeting held on 14 July 1949, at Blair House, where the President proposed that the "know how" of any new technology be shared with Canada and the United Kingdom [redacted]

DISCUSSION

1. Since the data on lenticular-shaped planform aerodyne flight dynamics became available to SAE, problems in calculations of the resistance of bodies of revolution, moving through the air with a velocity superior to the velocity of sound could not be solved.

[redacted]

[redacted]

2. Dr. [redacted] USAF Scientific Advisory Board, has developed a theoretical analysis of the flight dynamics of the unidentified lenticular-shaped planform aerodyne recovered from a crash site near [redacted] July 1947. [redacted] submitted a working equation under the following assumptions:

a. The viscosity of the fluid flow can be neglected.

b. The pressure is a given function of the air density.

c. The flow is a vortexless motion.

3. Assumption (a) implies that the frictional resistance of the lenticular-shaped planform aerodyne be neglected; this is of course not quite justified from conventional point of view. However, it would seem that the frictional resistance and the "boundary layer" resistance due to the effect of compressibility can be considered seperately; in other words, it can be assumed that the shape of the compressibility waves and their contribution to the resistance is altered by very small holes, thus not altered by viscosity. Assumption (b) enables two limiting factors: the adiabatic and the isothermic compression or dilatation of fluid flow elements. The first factor corresponds to no heat conduction at all; the second postulates that the heat conduction is so perfect that there is no temperature change whatever in the part of the fluid involved in the flow around the aerodyne. The first factor is probably closer to reality, so the adiabatic theory can be used. According to the Helmholtz laws of vortex motion, no vorticity can be created in a perfect fluid if the external forces are conservative and the pressure is a function of the density only. Therefore assumption (c) is justified by the two previous assumptions, (a) and (b).

4. Dr. Hannes Alfven has been consulted due to his work in electrically conducting fluids in magnetic fields. Analysis of the fusion reactor and the surface tension qualities of the outer skin of the aerodyne suggested that the craft moves through the air by [redacted] It is believed that the craft travels through space by utilizing an ionizing plasma and the planet's magnetic lines of force flowing into the atmosphere. This may help explain how the fusion reactor can function in a space environment.

MHD

5. Structural and design analysis performed by Air Force Air Material Command has tentatively concluded that the "metals" and "plastics" of the [redacted] There are no visual indications that the aerodyne was piloted by radio transmission. All controls appear to be manual. Construction methods are unknown at this time. A comparison of known lamination techniques suggests that the craft was "molded" and fused together by a process, for lack of a better term, "seamless" in nature.

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